

Recognized Authority on
Connellsville Coke Trade.

The Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 37, NO. 27.

CONNELLSVILLE, PA., THURSDAY MORNING, JANUARY 14, 1915.

EIGHT PAGES.

Prices and Prospects.

HAND-TO-MOUTH BUYING BOOMS SPOT COKE TRADE

Contract Market is Just at Present Very Quiet, but Several

Contracts Being Negotiated

Details of Which are Closely Guarded. Standard Operators Standing Firm. Though Second Half Prospects no Longer Command so High Premium.

Special to The Weekly Courier.
PLUTSBURG, Jan. 13.—Buying of prompt furnace coke has increased somewhat in the past week, chiefly on account of the fact that consumers who had been rather conservative in their contracts are now more inclined to do so.

One factor which has influenced this was the increase of 100,000 tons.

The steel market is gaining ground,

but very slowly. The mills as a whole are operating on better schedules.

Connellsville and DuBois Iron & Steel Report will review the steel and iron situation tomorrow as follows:

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This week showed an improvement

over the previous week for December. A 50% average operation for all the mills has not yet been attained, but

is now in near prospect. While a part of the increase in production and shipments is attributed to the filling up of specifications during the holiday shutdown of some of the mills, the fact that the mills operate rather irregularly from day to day and day to day indicates that much of the tonnage shipped is against specifications as received.

The increase of 112,000 tons during December in the Steel Corporation's unfilled obligations aroused no surprise in well informed quarters when announced at noon last Saturday. One factor which influenced this was the increase of 100,000 tons.

The volume of business entered in December in comparison with shipments in the month, would have indicated a much larger increase, but there were some heavy cancellations by the mills, in order to start the year with a clean slate. The present market is expected to show a further rise, though one not as large as that of December.

The wire mills have advanced their quotations \$1 a ton, putting nails on the basis of \$1.55 a keg. Some of the mills had not entered contracts of the usual form, but the large buyers were given what amounted to special customer's protection, so April 1 is understood to be the usual day.

The wire mills are operating at above 50% of capacity, or a higher rate than in December.

The prompt coke market has neither softened nor stiffened, with the exception of the new year. On the other hand, the operators were almost driven out of the market through having sold the major portion of their capacity in the form of contracts, while on the other hand some operators are left with very little business as they were not ready to take hold at the prices recently offered by consumers.

It is expected to have influence the other so that prompt furnace coke of standard grade is still quotable at \$1.10 as it has been for a couple of months past.

The contract market on furnace coke is "quotable unchanged at \$1.75

others have been no new development of late, and \$1.75 was the basis of the market.

The figure was shaded slightly in a number of instances, as already reported. It is possible that not a great many sellers could be found at this figure, some operators insisting that they want a higher figure.

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**PIG IRON OUTPUT
FOR 1914 TOTALS
23,230,000 TONS**

**Output of Last Year Decline
of 7,720,000 Tons
From 1913.**

SMALLEST TONNAGE SINCE 1908

December Poorest Month of Year
Due to Slump on Part of Non-Mer-
chant Furnaces, Merchant Stocks
Show Slight Gain Over November

The production of coke and anthracite pig iron in 1914 was 23,230,000 tons, says the Iron Times. Newell Allowing for a production of charcoal iron of 90,000 tons, the country's output last year was 23,230,000 tons, a decline of 7,720,000 tons from 1913. December's output was 1,455,321 tons compared with 1,501,265 tons in November; decline of 84,945 tons. December was also the lowest month for production since the decline in early in 1913. Last month's production was the smallest of any month since September, 1908.

Last year's production of coke and anthracite pig iron showed a loss of 7,681,841 tons from 1913. The year's total was the lowest of any since 1908 when the production was only 16,700,000 tons.

The daily output of pig iron in December was 48,395 tons against 49,042 tons in November, a loss of 647 tons. This loss was due altogether to the non-merchant furnaces which produced 1,010,324 tons in December and 1,034,447 tons in November, a loss last month of 34,223 tons. The merchant furnaces show a gain in output for the first time in months, producing 403,317 tons in December and 432,943 tons in November, a gain of 30,274 tons.

There was an increase of four in the number of active stacks 154 being in blast on the last day of December, this compares with 150 active stacks in July, Penn Iron & Steel Co., Dec. 1913. Three merchant and five non-merchant stocks were blown in during December, and three merchant and three non-merchant stocks were blown out.

Merchant furnaces blown in during December were One Detroit, Detroit Iron & Steel Co., one Buffalo, Buffalo Union Furnace Co., Hamilton, Hungting Rock Iron & Steel Co., Cheery Valley, Penn Iron & Steel Co., Dec. 1, Blanche, Marting Iron & Steel Co., Dec. 24. Those blown out were One Homestead Iron & Steel Co., Dec. 1, Another 1 Nov. 2, Ashtabula and Mather Co., Dec. 24, Cranberry, C. H. Henry Furnace Co., Dec. 29.

Non-merchant furnaces blown in last month were Minnesota, E. Colorado Fuel & Iron Co., Dec. 23, Gary No. 8 Indiana Steel Co., Dec. 1, one Ohio Carnegie Steel Co., Dec. 10, one La Salle, La Salle Iron Works, one Alquippa, Jones & Laughlin Steel Co., Those blown out were Minnesota, E. Colorado Fuel & Iron Co., Dec. 24, Lorain No. 4, National Tube Co., Dec. 14, one Bethlehem, Bethlehem Steel Co.

There were five furnaces banked on the last day of the year, four of which (Hannibal, one Shenango, Lynchburg and Clinton) have been buried since September. Crane No. 1 of the Empire Steel & Iron Co. was banked Dec. 13.

The accompanying tables show the monthly output for the last two years and the monthly production of merchant and non-merchant pig iron during 1913 and 1914.

MONTHLY PRODUCTION

	1913	1914
January	1,884,607	2,037,800
February	1,751	1,878,870
March	1,751	1,828
April	1,751	1,818
May	1,671,919	1,818,821
June	1,604,866	2,018,851
Total 1st half	10,728	10,917,151
July	1,751	1,751
August	1,916,45	1,837,918
September	1,888,715	1,819,015
October	1,707,25	1,701,250
November	1,707,25	1,701,250
December	1,105,17	1,126,17
Total 2d half	10,894,44	14,151,11
Grand total	20,701,04	25,068,76

MERCHANT IRON OUTPUT

	1913	1914
January	02,06	171,08
February	1	171,14
March	0,75	1,1
April	0,75	1,1
May	0,75	1,1
	0,8401	736,11

If you have coal land for sale ad vertise it in The Weekly Courier

June	550,826	710,731
July	6,741	675,853
August	94,511	650,103
September	105,177	618,114
October	105,068	618,068
November	105,177	618,068
December	103,217	618,114
	5,110,131	8,571,089

N MERCHANT IRON OUT PUT

June 1, 1914 1,227,1,6 1,004,603

July 1, 1914 1,02,020 1,809,410

August 1, 1914 1,037,7,0 1,917,730

September 1, 1914 1,02,020 1,809,410

October 1, 1914 1,02,020 1,809,410

November 1, 1914 1,02,020 1,809,410

December 1, 1914 1,02,020 1,809,410

RAILROADS TO BUY FEWER CARS, BUT NEED OTHER STEEL

Depth Believed Reached in Rolling Stock Construction.

FEWER REPLACEMENT ORDERS

Cars Do Not Wear Out, as Quickly as Wooden Ones; Demand for Rails and Structural Materials Will Keep Railroads in the Market.

Some three months ago we were drawn to understand that the car makers leaned strongly to the opinion that there would be no car buying of any consequence for at least six months, says the American Metal Goods Co., Reed's development included.

The Carnegie Steel Company has received orders for \$3,000,000 worth of steel products within the past ten days, and evidences of preparation for getting the work done are visible.

Thus, while the railroads have been

more than half built up, the market

is still strong.

The Pittsburgh mills and furnaces are active.

Big Steel Orders Cause Industrial Revival in the Pittsburgh District;

More Plants Starting.

Activity in the Pittsburgh mills and factories is awakening with the new year, and the general feeling is that the expected boom in business in the Pittsburgh district is ready to materialize.

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Steel Requirements for Railroads include the following:

December 18, 1914, was

the situation somewhat, but in general it should be accepted by the general public, as we believe it is by the car shops and the railroads, that they are not going to be car building in the future like that of the past. In the development of rolling stock a period was reached in which the displacement of wooden equipment with steel was rapid. Once the replacement is in large measure effected, the number of new cars required yearly, will be small, and old cars worn out, and to provide additional car capacity is much smaller than the requirements were for a short time, when the main demand was on account of replacement, and when there were so many very old and accordingly light wooden cars that they ran red severely in service in connection with the new and heavy cars. Statistics that have been printed frequently show that in 1907 there were 234,188 freight cars built. The next best was 1906, with 240,500, and the next best 1912, with 207,444 cars. The smallest (we are using the Railways, Age, Gazette figures, 1906 total inclusive) was 1904, with 160,918 cars; the next smallest being 1911, with 172,167 cars.

Thus there has been nothing apparently unusual in car building. The velocity of the growth has been far in excess of the average demand. While 284,188 cars were built in 1907, it is probable a car a month could have been turned out, and the increased capacity has been increased somewhat since though not largely, because in 1907 there was still a fair proportion of wooden underframe cars, while now there are practically none being called for, and such equipment has been cut out of the reckoning. However, it is probable that the shops of today, including of course the railroad shops, could add about 100,000 all-steel or steel underframe cars in a year, say 100,000 cars a day. The reckoning is as follows: American Cast & Foundry Company, 400; Pressed Steel Car Company, 150; Standard Steel Car Company, 120; Cambria Steel Company, 60; Burney & Smith, Pittsburg, Mr. Vernon, etc., 240 to 300.

It is quite obvious that there is no possibility of any such capacity being employed for any length of time, for there are only some 2,500,000 freight cars in the country, about 1,000,000 controlled by railroads, 100,000 by private interest, and to build 300,000 cars "it would" to double the number in eight years, or replace all the existing cars in eight years.

250,000 cars are built at the rate of say 100,000 or 120,000 a year for the next few years it will be about all that can be expected, and talk of car shops operating at only 30 or 40 per cent of capacity must not be taken to suggest an unnatural or merely temporary condition.

The buying of such cars as may be needed, presents no serious problem.

For the railroads, for cars are going to stay cheap, and to buy 100,000 freight cars a year means only say \$75,000,000 a year.

The cost of the steel cars for passenger train service presents really a more serious problem. In the past five years the average has been about 4,000 a year built, and the necessities of the case indicate that the rate will have to be kept up. These cars cost an average of about \$16,000 apiece, the baggage and mail cars costing less, but the day coaches and sleepers more, and there are also the cars for the express and the food.

Four thousand cars at \$16,000 a year averages apiece makes \$64,000,000 a year, and while now freight cars bought come largely out of depreciation funds, replacing worn out cars, or are financed relatively easily by contractors, the expenditures for steel passenger cars are much difficult to estimate.

The bridges, viaducts, elimination of grade crossings, etc., the railroads are faced with much more serious expenditures. A 10,000-ton bridge is a very great project, yet it means nearly \$1,000,000 dollars since the steel erected, and it may easily mean a million dollars more when there are engineering difficulties, as there usually are. Say a hundred such bridges, or only one for each 2,500 miles of main line track in the country, would mean the \$75,000,000 we have suggested as a sort of measure of freight car expenditure for a year.

Then there is electrification, pushing the railroads for adoption as fast as the work can be financed, and which is measured by tens of thousands of dollars per mile and in exceptional cases running over six figures or a mile.

Then, all always run into track.

The present wear on existing track, we think, and it may be in the next few years run more than that.

There is \$50,000,000 a year, the rails alone costing about \$30,000,000, delivered, without any track, material.

There will have to be a great deal of building of second track, seeing that 90 per cent of the existing railroad mileage is single track, only 10 per cent being double or multiple track, and there must also be increases in yard and siding track. Hardly anything was done in this direction last year, but 5,000 to 10,000 miles a year additional track may easily be required.

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Then there are new freight and passenger stations, block signalling and many other things, not to mention the steel mill's dreams of the future, steel

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PUBLIC SERVICE LAW'S REPEAL IS COUNCIL'S AIM

Johns With Home Rule League to Regain Control of Franchises.

ENGINEER COMPLAINS OF WATER

Says in Flushing Hydrants Much Bad Water Has to Be Run off in Order to Get a Clear Stream; Budget Ordinance Is Not Yet Ready.

Council Monday night passed a resolution, framed by the Municipal Monongahela League of Progress, calling upon the new governor of the state and the legislature to amend the Public Service Commission act so as to restore to municipalities the rights and privileges they enjoyed previous to enactment.

The resolution is to be signed in triplicate, one copy to be presented to the governor, one to Senator W. E. Crow and a third to one of the assemblymen from this district. It declares that the act has deprived the municipalities of contractual rights, the effect of which will be to add to their cost of water and to increase in the cost of living; that it discriminates against municipalities without municipal works of any sort in that it deprives them of the right to build such plants without the approval of the commission; that the law is diametrically opposed to government of the people, by the people and for the people, and calls for an amendment of the law restoring such rights and privileges as were enjoyed by municipalities before the enforcement of the act. The confirmation of the appointment to the commission is to be deferred until the state shall make an investigation of their fitness.

In connection with the water company matter, Councilman Dugran stated that council had been urged so often to take the matter before the Public Service Commission that it was thought best to get all possible data for an appeal for lower rates, hence the suit to compel the company to produce its books at public expense, he said.

He said that his suit was different from Connellsville's, because there the books of the company are to be produced before the Public Service Commission, whereas here it is the council that seeks to peruse the books.

Mr. Dugran also stated that the water company had added \$250,000 to its bonded indebtedness at the time the public service law was passed. The need for any such issue is not apparent, he declared.

There was some discussion of the sale of the proposed \$100,000 bond issue, and the ordinance authorizing the sale was passed finally. Mr. Gandy stated that the bond market was steadily moving better. He reported holdings from poor houses and expressed his belief that a premium could be gotten on the issue if sold in bulk. He said there is a desire on the part of local investors to buy some of the bonds.

First Sergeant John L. Robinson of Company D appealed to council for financial assistance. He urged that council set aside the money collected from licensees during the carnival conducted by the company last summer so that outstanding debts for coal, carpet, supplies and incidentals amounting to \$235,000 may be paid. The amount collected by the city from the carnival was \$310.

Mr. Robinson stated that a large part of this debt was inherited when Captain Horwick took charge of the company. He explained that various sources of revenue of the company showed that the coat had been stolen, he could not understand why another coat had been left in its place.

Reading in the paper that Mr. Mason had lost his coat, his nephew in Dunbar discovered that he had taken it by mistake and left his own hanging in the hall.

FORGER SENTENCED TO TWO YEARS IN THE PEN

West Virginia Judge Sends Brakeman Arrested in Uniontown, Up for Long Term.

N. D. Nahar, who was charged with cashing a number of forged checks in the Young region, was sentenced to two years in the penitentiary by Judge W. S. Haymond of the United States Circuit Court, Fairmont, Monday.

Nahar was a brakeman on the Pittsburgh, Virginia & Charleston railroad and was arrested near Uniontown last Thursday by Pinkerton detectives and Uniontown policemen. He was taken from the custody of the train, after being held by the police for about a year. It is alleged that Nahar forced the names of his mother, who resides at East Millboro, and his brother-in-law, Elmer Martin of Connellsville, to a number of checks. The Pinkerton detectives were put on the case by Monongahela bank which had cashed some of the bogus paper.

Others who it is said cashed checks for Nahar are Frank Anderson, of the Union News Company's stand, E. E. Budd of Dawson, R. J. McGee and Harry Smith of Dunbar.

INSTITUTE SATURDAY

Bullskin Township Teachers to Meet at Johnson School.

Arrangements have been completed for the fourth teachers' institute of Bullskin township to be held Saturday at the Johnson school. School

will be in session from 9 to 11 A. M.

The program is as follows: Address to school, J. S. Carroll, county superintendent of schools; afternoon session, devotional exercises, Rev. Ott; music by school choir, who will respond with original musical numbers; "School Supervision," Prof. T. H. Means; solo, Miss Sarah Rosenthal; "Correlation of History and Civil Government," J. T. King, made by the school; address by James G. Robinson, "The Old and the New," R. K. Smith, supervising principal of Dunbar township schools; reading, Braden Hayes; address, C. L. Gun; reading, Ulida Kirt; "Arithmetic," J. S. Carroll.

The committee is composed of W. E. Miller, Edwin Dick, Mary Houston, Lillian Melnick and Twila Brooks.

SEVENTY-FIFTH BIRTHDAY

George B. Shaffer Honored at Dinner on Anniversary.

George B. Shaffer, a retired farmer and a veteran of the Civil War, celebrated his seventy-fifth birthday last Thursday at his home at East Liberty. A family dinner was served in honor of the occasion, and the day was joyously spent by Mr. Shaffer and his children, who were present to assist in the celebration of the happy day.

Mr. Shaffer is a member of Company G, 16th Pennsylvania Cavalry, and is well known in Dunbar and Franklin townships. He has four daughters, Mrs. George Lyon of Confluence, Mrs. Hazel Rittenhouse of Somerton, Mrs. Robert Dunn of Anna Vista, Mrs. John Tate of Jimata, and one son, James Shaffer of Jimata. On Saturday, his daughter, Mrs. Lyon and son James of Confluence, spent the day with him.

OVERCOAT RETURNED

Reported Stolen, It Was Taken by Relation by Mistake.

That robbers are not always robbers is demonstrated in the case of J. A. Mason, who has reported to the police that an overcoat he supposed was stolen was taken in mistake by a nephew and subsequently returned.

Mr. Mason reported the theft of his coat on December 29. At that time he suspected three tramps who had applied at his home on South Arch street, for something to eat. Though convinced that the coat had been stolen, he could not understand why another coat had been left in its place.

Reading in the paper that Mr. Mason had lost his coat, his nephew in Dunbar discovered that he had taken it by mistake and left his own hanging in the hall.

COAST RATES FIXED.

Five From Here to Exposition Will be \$82.08 Over the B. & O.

G. F. Sellers, Baltimore & Ohio ticket agent, has been advised by the general passenger agent that the round trip fare from Connellsville to San Francisco and San Diego on account of the Panama-Pacific International Exposition will be \$82.08 going and returning direct routes, and \$99.58 going or returning one way via Portland, Seattle or Victoria. Mr. Sellers advises that he is now able to give all information required to secure a ticket to the Exposition. Estimated date of the sale will be March 1 to November 30, limit three months from date of sale not to exceed December 31.

SHOOTS UP TOWN.

Negro Creates Excitement at Dunbar and Is Arrested.

DUNBAR, January 12.—Harry Bonford, better known as "Mose," was arrested early Monday evening for carrying concealed weapons. He created much excitement on Woodvale street going into the store of Illeges & Martin and shooting through the stone wall and shooting through the glass wall and entering the jewelry store of Jacob McNeil on Hallidie street and began shooting when he was picked up and arrested by A. E. Leight. On his person was found a doctor's pocket case which contained morphine and several other kinds of drugs.

BONDS BRING PREMIUM

Westmoreland County Sells \$250,000 to a Philadelphia Concern.

That the bond market is again in good shape and that council will be able to raise money on its bonds of \$100,000 when it is to mature and for interest on outstanding issues was introduced.

Superintendent T. J. Hooper of the street department reported that all sewers on this side of the river had been flushed. In connection with this, Engineer Hirst reported that in tapping the fire hydrants, it was necessary to allow them to run off "stuff" that would kill a man if he had to drink it" for from three to five minutes. In view of the fact that the so-called "dead-ends" to which the fire hydrants are attached with water which patrons of the water companies require to drink, he suggested that the Board of Health investigate the matter and see that the hydrants are run off at stated periods.

Engineer Hirst also advocated the purchase of a combination snow-plow and grading machine, which will cost about \$100. The machine he favors can be used to crown ungraded streets. By dragging it along the gutters, the accumulated dirt is forced into the middle of the street.

Weld in Cumberland.

Thomas Eggleton of Johnstown, and Myrtle Whitman of Brownsville; Roy Homer of White, Pa., and Bianche Miller of Indian Head, were married in Cumberland yesterday.

GRAND OFFICERS OF THE MACCABEES APPROVE PURCHASE

Yough Tent is Told to Close Deal for Y. M. C. A. Building.

WILL TAKE POSSESSION MARCH 1

By That Time Association Will be Established in Other Quarters; Another Leader Wanted Option on Place If Macabees Failed to Buy It.

After a conference in Pittsburgh Tuesday night between the stockholders of the Macabees, S. A. Coughenour and Lloyd Shaw returned home last night with the assurance that the deal for the Y. M. C. A. building by the head tent will be consummated.

The grand officers approved the purchase and will take it up for final action with the official council on Friday night. In the meantime, Yough Tent will close on the sale.

The grand lodge will finance the proposition, just as they have done in Bradford, Pittsburgh and other places in Western Pennsylvania. They will take a first mortgage on the building and eventually Yough Tent will come into complete ownership.

The Y. M. C. A. will give up the building prior to March 1. At this time the Macabees will take charge. The lower rooms will be rented. The dormitories will be conducted as in the past, but the organization of the building will be converted to hotel purposes, the main assembly room being transformed into a lobby room. The gymnasium and other features, it is believed, will attract many members to the Lodge and materially aid them in their campaign for a larger ownership. The total toll is now nearly \$600, but the ultimate mark will be \$1,000. It is expected that the 1,000 mark will be reached by April 1.

It is stated that the Y. M. C. A. became suddenly desirable when the option secured by the Macabees approached, and no steps toward a purchase were taken. The Macabees are said to have been waiting ready to option the structure if the Macabees failed to close the deal.

COMPILES POST ROSTER

Interesting Data is Prepared for Sonnen's G. A. R. Post.

Charles F. Cork, secretary of Captain James S. Hincklin Camp, No. 122, Sons of Veterans of Somerset, at the request of his father, Jonah M. Cork, president of the G. A. R. Command Post, No. 19, Grand Army of the Republic, of that post, prepared a Post Roster, the first of its kind issued by them for 15 years, which gives much interesting data.

The Cork has served his post as quartermaster for past 30 years continuously, and holds an enviable record for keeping tab on the comrades mustered, their military service, all suspensions and transfers and place of burial if death with date, whether members at the time of death.

The Post was organized June 15, 1881, with 31 charter members, and has had 41 commanders of whom 12 are deceased. To January 1, there were 263 members mustered, of these 141 have died and the date of birth is not of record, 62 have been suspended or dropped from the rolls and 20 have been transferred to other posts or honorably discharged, having a membership of 70.

Colonel G. D. Cummings, after whom the Post is named, was an honored citizen of Somer and served two enlistments in the Civil War, first as Captain of Company A, 16th Pennsylvania Cavalry, and is well known in Dunbar and Franklin townships. He has four daughters, Mrs. George Lyon of Confluence, Mrs. Hazel Rittenhouse of Somerton, Mrs. Robert Dunn of Anna Vista, Mrs. John Tate of Jimata, and one son, James Shaffer of Jimata. On Saturday, his daughter, Mrs. Lyon and son James of Confluence, spent the day with him.

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YOUTH IS SHOT

Is Victim of a Fatal Accident at Hands of Friend.

Ralph Dunn to Move From Dover to Doylestown.

Ralph Dunn, a former resident of Buena Vista, has disposed of his farm near Dover, Delaware, and has purchased a large farm near Doylestown, Pa.

Mr. Dunn is about 70 years old and was a former well-known resident of Doylestown. His wife, Mrs. Dunn, is 65 years old and has been a widow for about 10 years. Mr. Dunn was a veteran of the Civil War. His wife died a number of years ago.

To Dedicate School.

The new school building at Limestone will be dedicated Friday with appropriate exercises. Dr. W. W. Wright, superintendent of the Limestone schools, will deliver the dedicatory ad-

NATIONAL BANK STOCKHOLDERS ELECT BOARDS OF DIRECTORS

No Changes in Men Who Will Control Businesses of Banking Institutions of City.

The annual election of directors was held Tuesday by stockholders of the various national banks. There was little or no change in the boards, the stockholders placing the management of their institutions in the same hands.

The past year was not such a prosperous one for the banks. They felt the effects of the business depression as well as other business firms. Dividends, however, were declared as usual, and from indications the new year will bring further improvement.

The Federal Deposit Fund began operating late in the year, and it offers but little hope for recovery, at least locally.

The results of the elections follow:

Colonial National Bank.

The stockholders of the Colonial National Bank met Tuesday at 6 o'clock and elected the following directors: Dr. H. Belcher, E. G. Dick, Harry Dutin, W. N. Loehr, J. B. Ruth, A. G. C. Sherbordy and M. B. Schenck.

The board was reorganized by electing L. E. Ruth, president, F. K. Dick and Harry Dunn vice president, H. E. Schenck, cashier, R. T. Treibert, assistant cashier, Michael Cerwinski, bookkeeper, Miss Mary Antwein, stenographer for Corrado, manager of the Foreign Department, and A. Bradburn, assistant manager.

First National Bank.

At a meeting of the stockholders of the First National Bank Tuesday night, the following officers were re-elected: Dr. H. E. Price and N. A. Rice.

At the reorganization John D. Frisbie was re-elected president. Mr. Frisbie was elected the first president of the bank in 1876 and has since been re-elected.

Union National Bank.

There were no changes in the directors and officers of the Third National Bank of Dunbar at a meeting held Tuesday afternoon. The directors chosen are M. C. Cochran, J. H. Price, A. C. Sherman, N. A. Rice, Dr. H. Henry, Joseph Oglevee and Sarah

Union National Bank.

THREE HOLIDAYS FALL ON SUNDAY IN PRESENT YEAR

St. Valentine, Memorial and Independence Days on Sabbath.

SHOWERS PROMISED FOR EASTER

Weather Forecast for the Year Indicates That January Will be a Rough Month, No Long Droughts Scheduled, Drizzles Next Christmas

Say, you love-born swain! Do you know that you won't be able to send a valentine to your sweetheart on St. Valentine's day, unless you put a special envelope on the envelope containing the same?

And you veterans of the Civil War! Do you know that it's not likely that any services will be held at the cemetery on Memorial Day this year?

And Young America, bubbling over with patriotism! Do you realize that you will be arrested if you dare to put off any fireworks on the Fourth of July this year?

And you honeymooners! If you dare to wear a mask on Halloween night, October 31, you will face a police magistrate the following morning, being charged with disorderly conduct.

Why?

Because all these important dates come on Sunday in 1915!

These are some of the facts brought to light in the study of the calendar for the coming year. Lincoln's birthday will be on a Friday, Washington's on a Monday, St. Patrick's on Saturday, and Christmas on Saturday.

McKinley birthday comes on Friday, January 29; Palm Sunday is on March 28; Good Friday on April 2; and Easter on April 4. Ascension day is on May 13; Labor Day is on September 6; while Thanksgiving is on November 24 just a month before Christmas.

The weather poster, although his guess was often wide of the mark, has nevertheless given out a schedule of the weather likely to be provided during the entire year. For instance, the week of January 17 he says will start with snow and snow, and disagreeable weather will be in order the entire week. Just for curiosities sake remember that and see if the gods are any good.

The coldest weather is scheduled for the first week of February. The fourth will be coldest of the day before February 4 will be characterized by low temperature while Saturday, February 6 will be very cold. That is what the weather man says, you can believe him if you want to. There is to be rain on Ground Hog day Tuesday, February 2.

The first day of spring March 21 which will be a Sunday will be in keeping with the season. The weather department says it will be warm since.

Easter Sunday, April 4, will be marked by showers. Think of it! Easter is Easter if not to display new dresses and hats? But, hist! Maybe this guess of the weather shark is off color. Let's hope it is at any rate!

Decoration Day will likely be observed on Monday May 31 when the weatherman promises that it will be hot. The Sunday preceding will be foggy.

The longest day in the year is June 21st, Monday. The sun will rise at 4:48 A.M. and set behind the western hills at 7:24 P.M. This means that the day will be 15 hours and 6 minutes long. And the day will be dry according to the weather man.

July 4 is celebrated as Independence Day, but as it falls on Sunday this year, the celebration will likely be postponed until Monday. And woe to the God Thor with his thunders will add to the excitement for the weatherman promises thunder!

No long drought is predicted at any time. The first week of August will be dry and hot but the rain will come in the second week. The final week will be hot and dry, at least a portion of it.

Foggy weather is promised for Labor Day, Monday September 6. The first frost is promised for Friday September 17.

That's the sign of First Caterpillar of the Season.

MOUNT AISAN Jan. 7—The first caterpillar of the season was found yesterday by Mrs. John Goldsmith of West Main Street. He had ventured out along a walk and proudly walked over the snow according to the caterpillar a way of predicting whether or not we have had our cold weather. From his home in my back yard body the caterpillar is black this, in summer signifies our cold weather of the winter is yet while next to some distance is very light brown. In this being mild weather and further back is one dark brown stripe which predicts just one more cold snap which should be of short duration.

From this it would seem that the caterpillar is here to stay until spring and we should not expect much cold weather.

GETTYSBURG CELEBRATION IS PRESENTED IN FINE BOOK

Report of the Pennsylvania Commission is a Work of Art, Tells the Story

The report of the commission in charge of the fiftieth anniversary celebration of the battle of Gettysburg handsomely bound in book form, has been completed and copies are now being distributed.

The report is a chronological record of events transpiring in connection with the anniversary from its conception to its completion July 1-3 1913. Nothing has been overlooked and the report is surely one of the most comprehensive ever issued.

The book is profusely illustrated with pictures of all the important events, photographs of prominent figures of scenes and incidents of state funerals, dedications, arrivals and departures, organizations, maps and sketches of the scene of the reunion and everything else that could be reproduced by the camera.

Speeches are reproduced in full, and there is a running account of the movement that furnishes an interesting history of the affair.

According to the report the reunion cost \$300,000. It was first estimated that to maintain a Great Camp equipped for 40,000 highly disengaged veterans of the Civil War for three days would require \$88,662.82 but this was subsequently reduced to \$200,000 and Pennsylvania appropriated \$169,000 for half the cost.

The entertainment went ahead with unanticipated success. It is generally agreed that the magnitude of the reunion was not obtainable.

The commission acknowledges its indebtedness to many of its photographers and news service photographers who coming from all parts of the country, donated the best of their work to the uses of the commission.

Colonel W. Schonemann headed the delegation. Its members were Lieutenant Colonel L. C. T. Dixie, R. Bruce Bickett, Irvin K. Campbell, William J. Patterson, William E. Miller, George F. Baetz and John F. Green.

ENOUGH TO ELECT

Republicans Would Have Won the Presidency on November Vote

WASHINGTON Jan. 8.—In a review of the November elections as seen by the Republican National Committee, former Attorney James B. Reynolds says in part:

"The result of the elections of November last proves three very important political facts. First—the Republicans carried upon national issues states that would give a clear majority in the electoral college and elect a Republican President. Second—the Democratic majority in the next House is only the result of the Progressive vote in certain districts of the country and the Democrats will be a minority party in the House of Representatives. Third—the two-thirds of the Progressive vote of 1912 has not only ceased to support third party candidates but has turned to the support of Republican principles and candidates. This is the story that is told by the official returns of the last election just completed by the Republican National Committee."

COMING TO U.S.

English Minister Will Visit His Sons in Pennsylvania

Rev. F. W. Buckner, pastor of Mornington Road Church, Liverpool, England, sailed on December 4 for New York to visit his sons, Rev. C. Buckner, pastor of the Christian Church here, and Rev. S. G. Buckner, pastor of the Chilham Church in Somersett. He was expected to arrive in New York yesterday but the ship was late and he will not have time to go to New South Wales, may have to wait until Monday.

He will conduct his church services in Somersett till 7:30 P.M. This means that the day will be 15 hours and 6 minutes long. And the day will be dry according to the weather man.

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GOING TO COAST

Connellsville Likely to be Well Represented at San Francisco

From Connellsville there will be many Connellsville persons at the Panama-Pacific Exposition at San Francisco this year. Business interests are being planned and March 1 will see the departure of some of them.

George A. and J. C. Munson plan to make the trip by automobile. Others who have announced their intention of attending are M. B. Paetz, Jones McClure, C. I. Shaffer, and G. H. Bishop, who will go over the south route and return over the north route.

LICENSED TO WED

Veteran Minister Retires

Rev. E. S. Johnson of Connellsville, a Lutheran minister for fifty four years has resigned from the ministry. Rev. Johnson is 80 years old.

MACCABEES TO BUY Y. M. C. A. BUILDING FOR SPLENDID HOME

Yough Tent Closes Option for S. Pittsburg Street Property.

PURCHASE PRICE IS \$38,000

Final Details to be Closed at a Conference With Great Camp Officials in Pittsburgh Tomorrow, to Make Minor Changes in the Building

At a meeting of Yough Tent the Order of the Macabees held last night, it was decided to exercise their option to purchase the Great Camp property on South Pittsburg Street at a price of \$38,000 including building fixtures and furnishings. At the same time officials of the Y. M. C. A. announced that the sale of its property would not mean the discontinuance of association with the society.

The next meeting will be held Thursday evening, Jan. 19, at the Hotel

McDonald in Connellsville.

Excellent reports were submitted and tales were given by each of the members. It was reported that there is no great need for the members to go to the hotel.

According to the report of the treasurer the cost of the reunion was \$300,000.

It was first estimated that to maintain a Great Camp equipped for 40,000 highly disengaged veterans of the Civil War for three days would require \$88,662.82 but this was subsequently reduced to \$200,000 and Pennsylvania appropriated \$169,000 for half the cost.

The Yough Tent closed its option

with the Great Camp officials in the same manner.

It was expected that the Mc-

Donalds will take care of their

new home about the 1st of

January.

The Macabees will open up the building largely as it is now.

The auditorium will be converted into a large room for the

gymnasium and swimming pool

will be reserved for members of the Macabees. The lodge will continue to rent the dormitory rooms as the Y. M. C. A. has done.

There will be changes in the interior of the great camp.

These will continue to be let to tourists.

The Y. M. C. A. building will also be used for the Macabees.

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PITTSBURG COAL OPERATORS AGAIN PLAN RATE FIGHT

Claim Kentucky Fields are Given Advantage to Lakes.

ALLEG MUCH DISCRIMINATION

Possessed in Favor of Greensburg for Eastern Business and Are Given No Real Advantage to Any Point, Not Opposed to the Railroad Interests.

Notwithstanding the governmental regulating authorities have conceded to the railroads operating in official classification territory the right to advance their freight carrying charges 5 per cent, the rate controversy is not ended. The coal interests of the Pittsburgh district, for instance, have a grievance and are preparing to allay it and more trouble in consequence, is in store for the carriers.

In this instance, however, it is not so much a question of rate per se, as of inequality. Pittsburgh shippers claim that they are being discriminated against to their distinct disadvantage and in turn to the disadvantage of the community, since other mining districts are profiting thereby at the expense of the latter.

In a word the Pittsburgh coal interests are protesting not so much against the rate they are charged by the railroads as against the inequalities to which they are subjected, owing to the fact that the rates of 97-cent rate that obtains from the Kentucky field to Lake Erie port, a distance of 500 miles approximately, and contrasting it with their own of 78 cents to the same port for a 150-mile haul, or only 19 cents less than for the 350-mile longer haul. Moreover the operators in the fields east of Pittsburgh are accorded the entire to the Western markets at the Pittsburgh rate but per contra, the Pittsburgh operators if they would ship their output to the eastern markets are not given the benefit of the rate that obtains from Greensburg for example.

Summarized the situation of the Pittsburgh district coal operators, according to their representatives at least, is most unfortunate and what with the various differentials and arbitrations they are being ground slowly as between the upper and the nether limestone. And it is upon such showing that they base their present case.

The proponents in the present case however disavow hostility to the carriers but on the other hand declare frankly that the latter are underpaid for the services they render one of the most prominent operators of the Pittsburgh district frankly expressing the opinion that the 5 per cent concession was totally inadequate to the railroads needs and that the additional rate must be increased by 6 per cent, but with them it is a struggle for existence and unless they can secure such a readjustment of freight rates as applied to coal as will enable them to compete on equal terms in the markets of the country with the operators of other districts then they must perceive confine their activities to the home market in which event the future will survive.

As things stand the Pittsburgh operators know that the railroads are playing a losing game which cannot continue much longer and their loss is the community's since they are heavy buyers of supplies of all kinds in this market. Therefore they declare, the railroads must help them willy nilly either by acceding them equitably rates voluntarily or by being compelled by the regulating authorities to do so.

AFTER COAL RODS

Congressman Would Prohibit Their Control of Anthracite Properties

Aiming at the alleged control of the Pennsylvania coal fields by the Philadelphia & Reading, Delaware & Lackawanna and Lehigh Valley railroads, Representative Adamson of Georgia has introduced in the House a bill which would amend the commodity clause of the Interstate commerce act so as to restrain railroads from owning or controlling coal companies.

Heavy penalties are provided to insure against violation of the proposed law. A fine of \$5,000 or imprisonment for one year or both, will be imposed on all officers of railroad companies controlling subsidiaries dealing in coal should the bill be enacted.

Suits previously brought by the Department of Justice against some of these roads for an alleged combine could not be sustained and this latest move of the department is made it is believed, to cover the situation with blanket legislation.

M'KEESPORT TIN PLATE

How New Stock Will Be Issued Not Yet Decided

The McKeesport Tin Plate Company has filed notice at Harrisburg of an increase of stock from \$1,200,000 to \$3,000,000. C. P. Douglass, vice-president of the company said that the action of its board of directors in authorizing an additional amount of stock has been contemplated more than a year but that it had not as yet been decided when or how the new stock would be issued.

Plans for the extension of the plant of the company may be considered by its directors before long. The present works have been in operation almost full capacity most of the time during the last year and the officers of the company say the prospects are for an increase in the steel business during the next 12 months. No action will be taken regarding the issue of new stock until the president of the company, E. R. Crawford, who is present in the hospital recovers.

The mining industry in Western Kentucky is now working full time and large orders are being placed with the mines.

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ORE RATE CASE ARGUED BEFORE INTERSTATE BOARD

Questions Left With Interstate Commerce Commission for Decision

No arguments have been concluded in the case before the Interstate Commerce Commission involving the rates on iron ore from the mines in Minnesota to the upper lakes ports and the matter has been submitted to the commission. An opinion may be given at any time within several months.

The case as presented to the commission, resolved itself into a contest between the United States Steel Corporation and the independent companies the latter claiming that the rates fixed for this transportation are such as to give a rebate to the railroads corporation through discriminating between the independents. The present rate from the mines to the upper lake ports is 60 cents a ton. The independents contend that any rate in excess of 40 cents a ton is unreasonable and to that extent discriminatory, as such excess is alleged to go to the railroads owned or controlled by the United States Steel Corporation.

Arguments were made before the commission by Frank Kalog, representing the United & Frisco Railroads and D. W. Meeker, attorney for railroads, Richard Jones Jr., representing the Jones & Laughlin Company of Pittsburgh, Cambria Steel Company, the Republic Iron & Steel Company, the Youngstown Sheet & Tube Company, the Elmer Hill Steel Company, the Andrews & Hitchcock Companies, the Ohio Iron & Steel Company and others while other counsel represented the Great Northern railroad, the Northern Pacific and the Soo lines.

The case has been pending for more than a year and numerous hearings have been held here during that period. The tonnage affected is said to average 25,000,000 to 30,000,000 tons a year, the amount carried by the two steel corporations roads running 18,000,000 to 20,000,000 tons a year, so that the difference between the rates charged and that which the independent shippers to be reasonable would amount to about \$4,000,000 a year, in which the independents allege is effect a rebuke to the Steel Corporation.

The results of the investigation made by the commission have shown the development of four types of explosion stopping devices in which rock dust is used as follows: Box barriers, concentrated barriers, variable ingate barriers and ventilation-stop ingate barriers. The barriers are tested in strong and in weak explosive and are effective in preventing propagation of flame beyond them. After being placed in a mine they are easily inspected and require little attention.

Specifications before minimum manufac-

tured, with a view to the erection of the devices in mines.

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tured, with a view to the erection of the devices in mines.

The results of the tests in the experimental mine have shown the value of watering and a steam humidifying system and the peculiar merits of rock dust, both when distributed throughout the mine and when used as barriers for fire stops or explosions or from electric sparks, miners lamps, mine fires or other igniters.

The supplementary use of shale dust in limestone dust was found to greatly increase the efficiency of watering.

Four great explosions occurred during the year as follows:

On October 2, 1914, resulting in the death of 43 men in one at Action Mine, November 18, 1913, in which 24 men were killed, one at the Coal Mine, N. W. Coal Co., December 16, 1913 in which 37 men were killed and one at Peck's W. Va., April 18, 1914 in which 181 miners lost their lives.

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